

MEMORANDUM



From:	Operational Manager Traffic & Transportation	To:	Chief Planning Officer
Our Ref:	TH/DC/PP/2009/0800	Your Ref:	KH/2009/0800
Date:	5 th October 2009		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 337 502 Building to rear of 41 St. George's Crescent, Wrexham.
Development: Change of use of existing warehouse and workshop to small micro brewery (use class B2)

I refer to your consultation dated 30/09/09 in respect of the above.

The proposed development site is located on St. Georges Crescent which is a classified road subject to a 30mph speed limit. A one way system is in operation along this section of St. Georges Crescent which restricts traffic flow to the west only.

Any proposed / existing access would normally be required to provide lateral visibility splays of 2.4 x 56m measured to the nearside edge of the adjoining highway in the easterly direction in accordance with Manual for Streets.

Given that the footway fronting the development site is in frequent use by pedestrians, any proposed / existing accesses in this location would normally be required to provide pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

Shared accesses of this nature would normally require a minimum width of 4.8m to allow the simultaneous passage of a car and a delivery vehicle.

There would appear to be 2 no. existing accesses serving the development site which both provide access onto St. Georges Crescent through the existing public car park.

The easterly access serving the proposed development site is 3.8m wide and is gated approximately 11.5m behind the adjoining carriageway. Lateral visibility from this access is adequate providing a splay in excess of 2.4 x 56m in the easterly direction measured to the nearside edge of the adjoining highway. Pedestrian visibility at this access is inadequate. Given the restricted width of this access, I would assume that this access is not likely to serve as the main access.

The westerly access is 4.4m wide and is gated approximately 14m behind the adjoining carriageway. Lateral visibility from this access is adequate providing a splay in excess of 2.4 x 56m in the easterly direction measured to the nearside edge of the adjoining highway. Pedestrian visibility at this access is inadequate. Given that this access is the wider and more accessible of the two access points, I assume that it will serve as the main access to the proposed development.

Given the restricted width and inadequate pedestrian visibility at the 2no. existing access points, I would not normally support any proposed development that is likely to result in an increase in traffic movements through either of these accesses.

However, I understand that the proposed development site was previously used as a warehouse and workshop which would have had a given traffic generation. As the proposed development is unlikely to generate any increase in traffic movements compared with its current use, I would have no objections to this proposal on highway grounds.

There would appear to be adequate parking and turning provision (for a HGV) at the development site.

I would therefore recommend that any permission include the following conditions:-

CONDITIONS

1. Parking provision at the proposed development site shall be in accordance with LPGN 16.
2. A suitable turning facility shall be provided within the curtilage of the development site to accommodate the turning movements of a HGV / Refuse Wagon.

REASONS

1. To provide for the parking of vehicles clear of the highway.
2. To ensure that reversing by vehicles into and from the highway is rendered unnecessary in the interests of highway safety.

Supplementary Notes

The applicant's attention should be drawn to items nos. 1, 3, 4 & 5 of the supplementary note

John D. Smith